

Friday, January 26, 2007

## ***Inadequate Airspeed, Failure To Activate Deice Boots Among Causes Cited By NTSB In Pueblo, Colorado Corporate Jet Crash***



The National Transportation Safety Board determined today that the February 2005 crash of a Cessna Citation owned by Circuit City Stores, Inc., was caused by the flight crew's failure to effectively monitor and maintain airspeed and comply with procedures for deice boot activation on their approach to Pueblo, Colorado, which led to an aerodynamic stall. Contributing to the accident was the FAA's failure to establish adequate certification requirements for flight into icing conditions, which led to the inadequate stall warning margin provided by the airplane's stall warning system.

The accident occurred on February 16, 2005, when the first of two Cessna Citation aircraft carrying Circuit City employees to a meeting in California crashed just east of

the Pueblo Memorial Airport. All six passengers and the two flight crewmembers were killed in the crash.

"This accident underscores the importance of flight crews carefully monitoring and cross checking flight instruments during approach," stated NTSB Chairman Mark V. Rosenker. "We would also like to see more progress from the Federal Aviation Administration on major icing recommendations we issued a decade ago."

The Board's investigation determined that the aircraft encountered icing conditions during the flight resulting in an accumulation of thin, rough ice on the wing leading edges that degraded the aircraft's performance. According to the Cessna 560 airplane flight manual (AFM), pilots are trained to increase the landing reference airspeed whenever any residual ice is present or can be expected during approach and landing. An examination of the cockpit voice recorder (CVR) did not record either pilot mention increasing the airspeed during the approach.

Additionally, company and AFM procedures for approach and landing in icing conditions required pilots to activate the deice system when any ice accumulation, regardless of thickness, was visible and to continue to monitor the wing leading edges for ice. Despite this guidance, there is no evidence that the accident flight crew activated the deice boots during the approach. The flight crew of the trailing Circuit City "sister ship" did cycle the deice boots numerous times and maintained increased airspeed during the approach and subsequently landed safely.

## ***National Transportation Safety Board Launches to Kentucky for CSX Freight Train Derailment***

The National Transportation Safety Board dispatched a Go Team to Shepherdsville, Kentucky to investigate the derailment of a CSX freight train. On January 16, 2007, a northbound CSX Freight Train with 4 locomotives and 80 cars derailed 25 cars at about 8:43 a.m. just outside of Sheperdsville, Kentucky. A fire ensued involving about a dozen rail cars, which continued to burn through Thursday, January 18. A team of NTSB investigators arrived on-scene on January 16 and still remain there, with plans to depart on January 27, 2007.

Richard Hipskind served as Investigator-in-Charge of the 7-member team. NTSB Chairman Mark V. Rosenker accompanied the team and served as principal spokesman for the investigation while on-scene. Additionally, NTSB Member Steve Chealander accompanied the team. Terry Williams served as public affairs officer.

Chairman Rosenker took part in several news conferences and appeared on local news television to provide updates to the public, as they became known.



***IIC Richard Hipskind briefs Chairman Mark Rosenker, Counselor Tom Doyle, and Member Steve Chealander on the accident***

## ***Vice Chairman Hits the Road to Support NTSB Recommendations***

Last week was a busy advocacy week for the Vice Chairman. On January 16 and 17, Vice Chairman Sumwalt and Danielle Roeber met with South Carolina legislators and advocates regarding legislative proposals to address impaired driving, underage drinking, and recreational boating safety. South Carolina's Governor and several legislators have expressed interest in addressing problems with South Carolina's impaired driving countermeasure system. They also met with a local reporter who has written many news articles on the issue, the House Judiciary Committee Chairman who will have jurisdiction over impaired driving legislation, and members of the South Carolina Impaired Driving Prevention Council, which has drafted a comprehensive legislative proposal on the issue. South Carolina is also considering legislation that will close the two remaining loopholes on the Safety Board's 1993 underage drinking recommendation; the Vice Chairman and Ms. Roeber met with the bill sponsor who requested a letter of support on this issue. In addition, Vice Chairman Sumwalt and Ms. Roeber met with MADD's South Carolina chapter, South Carolina's Boating Law Administrator, the Governor's Chief Legal Counsel, and staff with the Senate Judiciary Committee.

On January 18 the Vice Chairman, stepping in for the Chairman who was launched to Kentucky, traveled to New Orleans to deliver a speech before attendees of the United Motorcoach Association, Motorcoach EXPO 2007. In his speech Vice Chairman Sumwalt discussed the Safety Board's commitment to its recommendations citing the May 1999 motorcoach accident that occurred outside New Orleans resulting in twenty-two fatalities. As a result of the Board's recommendations from the accident, the FMCSA has established a Medical Review Board and is developing a national registry of certified medical examiners. The Vice Chairman acknowledged that more needs to be done on this issue but noted that; "We are in the safety business for the long haul and stick with our recommendations until they are implemented."

The Vice Chairman also discussed safety issues raised in the Board's hearing on the Wilmer, Texas bus fire as well as the cell phone/distracted driving issue examined in the recent report on a 2004 motorcoach accident on the George Washington Memorial Parkway.

## ***Chairman Rosenker Continues MOU with American Red Cross***



***Red Cross President Jack McGuire and NTSB Chairman Rosenker***

On Wednesday, January 24th, National Transportation Safety Board Chairman Mark Rosenker and American Red Cross President Jack McGuire signed an updated Memorandum of Understanding (MOU).

This MOU defines the role of the American Red Cross as the nonprofit organization designated by the NTSB to have primary responsibility for coordinating the emergency care and support of the families of passengers involved in aircraft accidents as set forth in the "Aviation Disaster Family Assistance Act of 1996". In addition, the American Red Cross will support the NTSB when called upon by the appropriate authorities to provide similar services in the aftermath of other transportation disasters. The mutually beneficial relationship between the NTSB and the American Red Cross continues to evolve and helps to ensure that family members and victims of transportation accidents receive a wide array of support services.

## ***Staff Participates in 86th Annual Meeting of the Transportation Research Board***

Many Safety Board staff participated in the 86th annual meeting of the Transportation Research Board - attending workshop sessions and committee meetings. The Office of Highway Safety hosted a workshop on Emerging Highway Design Needs. Bruce Magladry, Dan Walsh, Jennifer Morrison, George Black, and Meg Sweeney participated in the workshop. Jennifer, Pat Cariseo (pictured), Alan Pollock, and Raphael Marshall also staffed the Board's exhibit booth.



## ***Electronic Access to Your W-2 Statement***

The National Business Center mailed 2006 W-2 Statements to all NTSB employees on January 11, 2007. Beginning this year, January 25, 2007, you can log onto [www.employeeexpress.gov](http://www.employeeexpress.gov) and electronically access W-2 data to get a duplicate W-2 statement or to import W-2 data directly into an electronic tax preparation package. The duplicate statement can be printed on a local printer, sent to a fax number, or mailed to the home address or an alternate address.

The first time you use the service to order a replacement W-2 or to download a W-2 to a tax package is free. However, the second request will require a \$10.00 charge, payable with your credit card.

The Human Resources Division will send specific instructions to NTSB employees on Monday, January 29, 2007, regarding the procedures to use this service.